THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. VI. NO. 12. CLEVELAND. O., MARCH 20, 1884 $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

Captain Smith will commence running his limestone line as soon as navigation opens.

Captain William Case has returned to the city after an absence of some weeks in the State of New York.

The case of the captain of the schooner Mears against George Henderson, in the District Court has been nolled.

The schooner Kingfisher, owned by Pierson & Stover, is getting now floor ceiling, her decks calked, and other repairs.

C. H. Beach, formerly mate of the steamer Ranny, will go as first mate on the steamer City of Cleveland, next season.

The schooner Frank Perew, owned by Pierson & Stover, is at Frank Nott's spar yard, having her masts taken out and reduced and new top masts put in.

Captain Stover will sail the Frank Perew the coming season, and William Somerville, who was mate with Captain Stover on the Kingfisher last season, will sail her this season.

W. J. Pringle, who last season went as mate in the A. Everett, will go as mate of the Minnesota, which will ply in the Lake Michigan ore trade between Escanaba and Chicago.

The fishermen are preparing for the opening of the season, which will commence as soon as the ice clears away. They are now busily engaged repairing their nets and boats and making net-reels.

Vessel owners are still holding firm for rates that will assure them a season of reasonable profit, asking $1.25 from Escanaba and $1.40 from Marquette, with fair prospects of having their demands acceded to.

Captain Nelson, who last season was master of the schooner Exile, will sail the Thos. Gawn the coming season, made contingent by the sale of the Exile by H. J. Webb & Co., and the purchase by them of the Thos. Gawn.

Captain Thomas Wilson's new steamer will be ready for launching about the middle of next month. Captain Byron Inman, of the Hiawatha, as heretofore noted, will take command of her, which will give place for Captain James Lowe in command of the Hiawatha the coming season.

Rumors are afloat to the effect that next season the boats of the Lake Superior Transit Company will connect with the Omaha railroad at Washburn, instead of with the St. Paul & Duluth, as formerly. The rumor is not credited, however, though such a change, at least for a short season, would not be the greatest surprise in the world.

R. K. Winslow has made the following appointments of masters in his line: Steamer City of Rome, Captain A. C. Chapman; steamer Cormorant, Captain William Carlisle; steamer Wocoken, Captain William Buffington; steamer Cumberland, Captain Ed Morton. Captain Thomas Leonard, who was mate of the Wocoken last year, has been appointed captain of the Raleigh, and Captain S L. Ketchum, mate of the schooner Davis last season, will command her the coming season.

Grover & Son, ship chandlers, have been more than usually busy in their sail loft and have kept a full gang of men employed all winter. They have made a complete set of sails for the schooner Zach Chandler, a new main and foresail for the C. H. Johnson, new main and mizzen sails for the C. N. Ryan, a new mainsail for the H. J. Webb, a new mainsail for the Maxwell, new foresail for the Monguagan and a number of other sails. Their riggers have also been very busily employed.

Mr. Smith appeared before the committee on legislation last Saturday when the bill empowering the city to own and operate its own dredges was up for approval and opposed it on the ground that the dredges would soon be converted into a political machine, and that more political work would be done than dredging. After the bill had been approved by the committee on legislation it was referred to the committee on harbors and wharves, of which Mr. Smith is chairman. Mr. Smith says he will make an adverse report on the bill.

Upson, Walton & Co., ship chandlers, have contracted to furnish the following outfits: For two new steamers building at Thos. Quayles' Sons for Captain Thomas Wilson and others; a new schooner building at Radcliffe's for Captain Robert Wallace and others; a steambarge building at St. Clair for Woods, Perry & Co.; a steamer building at Lorain for W. P. Thew and others. The first three are being furnished with the Providence capstan windlasses for which they are agents.

Joseph Gilchrist, of Vermillion, has bought the wrecked schooner Johnson at $5,000.

On Wednesday last Wm. Crangle, James Norman and others launched a steam fishing tug 55 feet in length, which they have built this winter.

Captain Sherwood has fitted out the schooner Franz Seigel and is ready to start to the islands for limestone as soon as the ice goes off the shore.

H. J. Webb & Co. sold the schooner Exile to John Shaw, of Bay City, for $12,000 cash, and purchased the schooner Thomas Gawn for $20,000. She will be a consort to their fine steamer John M. Osborne, which will also tow the schooner Geo. Davis.

DETROIT.

Special to the Marine Record.

DETROIT, March 18.

A suit for $5,000 damages is at present pending in the United States Court in this city, which is of considerable interest to the parties in the case. The plaintiff is Captain Paul Havry, a well known lake master, and whose port of hail is at Rochester, N. Y. It appears that some time during the month of March, 1882, he arrived here with his vessel and naturally found his way to the Board of Trade building, on the corner of Griswold and Jefferson avenue. While conversing with some friends on the Griswold side of the building, leaning against a railing, it gave way, precipitating him to the basement below, and he narrowly escaped with his life. He was badly injured and has never entirely recovered. The defendant in the suit is Phillip Uridge, the contractor who put up the building. The result of this suit is looked forward to with considerable interest.

Captain J. C. Parker, the superintendent of the Detroit Drydock shipyard, has just returned from St. Ignace, whither he has been to superintend the work of putting a new wheel on the steamer Algomah. Sometime ago he constructed what may be termed a portable drydock, of his own invention, and something entirely new in that line of work. The machine was laid out in parts here and then taken to its destination to be put together, the size being 26 by 34 feet; the fore end of it forward of the post is 15 feet. The steamer was placed in it and the dock pumped out in three hours. The steamer was lifted aft eight feet three inches and submerged forward three feet 5 inches. The job was performed in a brief space of time and the dock can be retained for a like purpose, whenever needed, which will render it unnecessary for the steamer to come to Detroit for such repairs.

The steamer Romoro, built here one year ago, has, during the present winter been furnished with an upper cabin, besides being newly painted, and on the opening of navigation will proceed to lake Michigan to ply on a passenger route in command of Captain H. B. Vosburg.

The new steamship in process of construction at the Detroit Drydock Company's yard is entirely planked, her boilers and engine put in place and her cabins well under way. She will be launched in about three weeks. Including this steamer, there have been sixty-seven steamers and vessels built on the above premises within the past few years.

J. P. Donaldson & Co. are getting up an entire new set of sails and wire rigging for the schooner George N. Case, all of which will cost in the aggregate upward of $900.

The schooner Ferrett is undergoing large repairs at this port with extra fitout, which will raise her classification.

The tug Champion is being provided with a new wheel from S. F. Hodge & Co.'s works and otherwise put in good shape for the season's business.

The schooner A. Body is undergoing extensive repairs at John Oades' ship yard.

Partridge & Co., of this city, are constructing a steam yacht for Detroit parties. Her dimensions are: Length, 60 feet; beam, 20 feet, and otherwise well proportioned.

This is the time of the season when it is easy to come in contact with those who may be termed hopeful individuals, who are alive with predictions of the coming season and that business promises well for all classes of vessels. There is an over supply of grain at Chicago, say they, and as for ore, there is no end to that, while the furnaces are bare of that commodity. It is well for such people to whistle to keep their courage up. They have been caught napping times without number. As for grain there must be a demand for its shipment, and even then it does not take many trips in the spring to clear out Chicago, and by midsummer there comes the usual stagnation and scarcity of business.

Captain James Davidson, who, from small beginnings, has become a prominent shipbuilder as well as owner, is determined to have the largest steamship afloat. He has now, at Bay City, a steamship well under way, of the following dimensions: Extreme length, 305 feet; keel, 285 feet; beam, 40 feet; depth of hold, 22 feet. Her main kelson is 16x16 and sister kelsons 14x16, all edge-bolted with 1¼ inch iron. There are five strakes of bilge kelsons on either side, three at the turn of the bilge, 11x10 inches, and the other two 9x10 inches. In short she will not only be mammoth in proportions, but as strong as wood and iron can make her.

The steamer Flora, of Grummond's line, will be commanded by Captain J. R. Jones, and the Atlantic, of the same line, by Captain D. Nicholson, the appointments being the same as last year.

The repairs to the propeller St. Paul will cost about $10,000.

A new steamship for Alga Smith & Co., of Detroit, is in a forward state of completion at Craig's yard, in Trenton. The new steamer at the same yard for Ira Owen, of Chicago, will cost about $60,000. She is 170 feet keel, 31 feet beam, and 12 feet depth of hold. She will be ready July 1st.

Murphy Bros. are having made at Seneca Falls, N. Y., three new steam pumps provided with steel boilers. They will cost $12,000 and upward and will be ready for service April 1st.

The steamer City of Mackinac is having her machinery improved upon in order to economise fuel and increase her speed. The steamer Flora is also having her engines reconstructed at considerable expense.

Dean & Co., have a large number of first class yawls on hand, sufficient to meet any and all demands of that kind.

The weather is decidedly spring-like and of a kind to cause the ice to rapidly disappear and hasten an opening of navigation sufficiently early for all practical purposes.

Somewhere in the neighborhood of five million feet of cottonwood, sycamore, baswood and elm has been cut on the shore of Lake St. Clair the present winter, which will be rafted, during the coming season, to Detroit and Trenton, some twelve miles below that city. It will be manufactured into hoops and heading.

Captain John W. Farwell, a well-known lake navigator and resident of Sandusky, was in this city to-day (Tuesday) en route to Port Huron in quest of vessel stock.

Captain Paul Harvy has commenced another suit in the Wayne Circuit Court, Detroit for the same amount of damages called for in the United States Court. The defendant in this case is John Durham, a party contractor.

Wheeler & Crane, at Bay City, are carrying on extensive shipbuilding the present winter. They have on hand a barge for Captain Forbes, of Port Huron, which will have a carrying capacity of 1,350 tons and will cost about $35,000. Another is on the stocks for Captain Charles Bewick, of Detroit, with capacity of 1,700 tons and to cost about $40,000. Also one already commenced for Hawgood & Avery, of East Saginaw: Length over all, 245 feet; beam, 38 feet, and 22 feet depth of hold. Also a harbor tug to cost $4,000, for Harper & Heisner, of Bay City. Several craft are being overhauled and partially reconstructed.

There is, at East Saginaw, a barge under construction for Captain Henry Pendell with a lumber capacity of 550,000 feet, to cost about $14,000. In short the Saginaw district is not behind other points in the line of shipbuilding. J. W. H.

ASHTABULA HARBOR.

Special to the Marine Record.

A large amount of building is being proceeded with here, and the population is increasing very fast. The Lake Shore Railroad Company will build some new docks and widen the old ones and add more efficient machinery for loading and unloading purposes.

The iron ore left over from last season is being rapidly removed.

James G. Laird, shipbuilder, is building for John Winslow, of Brooklyn, N. Y., a very fine steam tug 70 feet in length over all,

[Continued on 5th page.]

MARINE LAW.

COLLISION.

In Admiralty; District Court, S. D. New York.

J. A. Hyland for libelant. Edwin G. Davis for claimant.

Brown, J. On the 8th of September, 1880, the steam tug Syracuse took in tow the canal boat Kearsarge, loaded with staves at the Morris canal basin, to be towed to the East river. In the course of turning around in the basin, immediately after leaving the dock, the tug intentionally ran against what is called the middle pier, which is in the middle of the basin, for the purpose of expediting the turning of the boats, and a few rods further on she rubbed or hit against a float of piles on the opposite side of the basin. Two holes were therefore stove in the canal boat near amidships, and below the water line, so that she sank several hours afterward. This libel was filed to recover for the damages thus sustained. The defense is that the boat was unseaworthy and rotten, and that the contact with the pier and piles was nothing more than was usual and justifiable in the course of turning. The tow was lashed upon the starboard side of the tug. Although the pilot of the tug testifies that there was no blow, but only the usual rubbing to assist in turning, I am satisfied from the evidence of the owner and the wheelsman of the Kearsarge that there was a very decided, if not powerful, blow. They both testify that it was a violent blow, such as caused the boat to roll. Just before reaching the pier the owner of the canal boat, seeing that they were going to strike, sang out to the pilot of the tug protesting against it, and the latter replied that it would do no harm. The latter testifies that it was necessary to run against the pier in order to make the turn, as the channel there was narrow. This cannot be accepted as a sufficient justification. If he could not have backed any further on his spring lines before leaving the dock, as he says, there were plenty of other means at the command of a tug, in handling a single tow, without injuring her by running against a stationary structure.

The practice of running vessels or canal boats in tow, whether new or old, against other vessels or piers, for the purpose of rapid handling, is dangerous, sure to lead to disputes, and, when approaching anything like a forcible blow, must be held to be at the risk of those who practice it. The Nebraska, 2 Ben. 500; the Harry, 15 Fed. Rep. 161. The captain of the tug in this case had had much experience in this basin, but this was no guaranty that in running against the pier the blow might be severer than he intended. Those in the canal boat were in a much better situation to observe the force of the blow, and I am well satisfied that their account of it is substantially correct, and that it was a blow unjustifiable in the navigation of either new or old vessels. Such a blow, however, may do no immediate and perceptible damage to a staunch boat, while it may sink an old and infirm one. If tugs undertake to handle canal boats which are known to be old and weak, they are bound to exercise additional caution in their treatment. On the other hand owners of such boats are bound to give due notice of their infirmities, or else they are not entitled to have them handled with more than ordinary care and prudence. The evidence in regard to this boat shows clearly that she was an old boat. The libelant bought her as such in exchange for another old one, paying also, in addition, $100 in cash and his note for $40. On account of alleged misrepresentations by the seller, the libelant subsequently refused to pay the note and it was surrendered. She was not rated; but this circumstance is not conclusive that she was not ratable for insurance, since not unfrequently good boats of this class are run without insurance. A ship-carpenter, on behalf of the claimant, examined the Kearsarge while she was being repaired, and while the broken planks were being taken from her side. He testifies that the planks removed were rotten, so that they could be broken by the hand. The carpenter who did the repairs testified shortly before the trial that the broken planks were sound and in good condition, and that the general condition of the planking of the boat was sound and seaworthy. This latter testimony was given some three years after the transaction; the former, near to the time of it.

It is difficult to form any satisfactory conclusion from evidence of this character. Had the claimants intended to rely upon the fact of such utter rottenness and unseaworthiness as should preclude the Kearsarge from any recovery, additional means of supporting their case in this respect should have been procured. At the same time, I am by no means satisfied upon the circumstances of this case, that this canal boat was of the ordinary strength or ability to undergo the usual handling of staunch and sound boats. The natural inference from all the facts is that she was not. I think this is confirmed by the captain calling out to the pilot when he saw that they were going to run against the pier. This was too late, however, to be of any avail. Had the reasonable notice of the weakness of the boat been given, doubtless the pier and the piles would have been avoided, or struck more cautiously, and no injury have ensued. Justice requires that the continued running of old boats should be closely scrutinized, and their owners should not be suffered to conceal their infirm condition, and, when accidents happen, get them repaired, or recover as for a total loss, at the expense of others. The Bordentown, 16 Fed. Rep. 270. The owner is bound to give notice of any infirmity about his boat, if she be not staunch and strong; and where this is not done he must be held jointly or solely responsible for such injuries as the present, according to the other circumstances of the case. Had the contact with this pier been only such as was clearly justifiable in the case of ordinary boats, the libel would therefore have been dismissed. The Gen. Geo. D. Meade, 8 Ben. 481. But as I must hold otherwise, upon the evidence, both must be regarded as in fault, and the libellant is entitled to recover but half the damages, (The William Murtaugh, 3 Fed. Rep. 404; Christian v. Van Tassel, 12 Fed. Rep. 884, 890), amounting upon the testimony before me, with interest, to $105, with costs.

December 14, 1883.

GENERAL NEWS.

Senator Butler, of South Carolina, is said to be a descendent of Commodore Perry.

Reciprocity with the United States is now attracting greater attention in Canada, as the Washington treaty expires in July, 1885.

A number of canal boat owners are working for a new organization by which the entire canal interest of New York will be a chartered association.

The lake in the vicinity of Port Dalhousie is now covered with strong hummocky ice, among which are some very large icebergs. The formation stretches to the westward until lost in the distance and presents a grand sight.

The latest rumor in regard to the proposed new steamship line about to be started between San Francisco and China is that the company intends to run steamers down to the coffee ports on the west coast of Central America and thereby inaugurate a vigorous opposition to the Pacific Mail.

Libel suit against the Times of Shipping Commission Duncan captain of the steamer Quaker City during her famous voyage, has been concluded for the present. The jury found for the plaintiff upon two statements, awarding six cents damages in each, on all the other charges the jury found for the defence. The plaintiff sued for $100,000.

The steamship Aurania of the Cunard Line recently made a trial trip, the repairs and improvements in her engines having been finished. She ran from Glasgow to Liverpool, a distance of over 200 miles in less than 12 hours. She attained during this trip a speed of 17½ knots, or 20½ miles an hour. She will sail from Liverpool for New York on April 12.

The schooner Stephen J. Tooks from Elizabethport for Boston, sprung aleak February 28. The men worked at the pumps till they dropped from exhaustion. After drifting 200 miles the vessel was picked up on George's banks. The captain had become insane from suffering and had attempted to kill the entire crew. He was terribly frost bitten as were all on board. The men had no food or water two days.

The New England Shipbuilding company of Bath is now in good working order. The company has at present sufficient contracts for wooden vessels to guarantee a 6 per cent. dividend on the capital stock of the company. If a plant for iron ships is put in this summer, there are enough contracts in the market that could be obtained that would keep the iron shipyard busy for the next 18 months.

Mayor Nason and Mr. Hendrie, of Hamilton, interviewed the minister of railways and canals with respect to the Burlington canal. They asked to have the canal dredged to a uniform depth of fourteen feet at low water mark, and to have Burlington bay made a harbor of refuge. The fact that the tolls collected in past years have more than repaid the cost of making the canal were urged as one reason why the tolls should now be abolished.

Senator Titus recently presented a bill in the Albany Legislature reducing the charges for towing the canal boats on the Hudson from Albany to New York to fifteen dollars, about half the amounts now charged. This has been one of the great taxes on canal commerce, and the fact is one of the strongest arguments in favor of enlarging the locks so that a steamer and consort may be locked through together. Such boats can do their own towing on the Hudson or anywhere else.

The following is a summary of the action of the Winnipeg convention: Immediate construction of a railroad from the head of navigation of Lake Winnipeg to Fort Churchill, on Hudson Bay, such to be strictly a commercial undertaking abundance of traffic being already assured. While Manitobans do not desire political union with the United States, close commercial union and untrammelled intercourse is absolutely necessary. The Red River channel should be improved for steamship use by Congress, and a Parliament committee was appointed to prepare an act to be submitted to the Manitoba Legislature to provide for the carrying out of these resolutions, and apportion among the different counties of the Province a sum to be raised to pay the interest on the cost of the road; also to make contracts for building the road and to operate the same.

VITALITY OF AMERICAN SHIPPING.

On the question of the vitality of American shipping J. W. Norcross, of Lockport, New York, writes the Nautical Gazette, reviewing the causes of its decline, and advances probable theories for its revival, in the following words:

"Among the many measures proposed for the revival of American shipping, are there any touching the vitality of the question? This is simply a question of competition, and is, and will be controlled solely by the cheapest methods. Many persons claim that our war was the cause of the loss of our shipping interest. There can be no question but that event precipitated in a great measure the loss. But the real cause was in improvements which reduced the cost of transportation. The only way that we can ever regain our loss will be by improvements which will give us ships perfectly safe. This will immediately reduce insurance. The next great point is economy in propulsion. In this there is a large open field for improvement. Vessels are now mainly propelled at great disadvantage and at great cost, and by a device which requires more power than any others that *can be* adapted to propel, by mechanical power. There is not a question but there can be a saving of at least fifty per cent., that is if the vessel's form is right, and her appliances for propulsion have a direct relation to it. But before her form can be right it must in all essentials be the direct opposite to that which is now in use. A 'line' for displacing or removing the water out of her path has been for ages mooted; that there is such a line in nature no one can doubt; but it must do its work in a different manner than it ever has been done. All vessels now remove the water mainly with their bow, and throw it downward and away from them. This is wrong, as the water which should sustain her aft end, as it advances, has been removed by the bow, and at great speed, the stern settles and as a consequence has to remove other water more than her own weight and at a depth which has greater pressure. In this way, to use a Cape Cod saying, the work has been done by 'main strength and stupidity.' More than double the quantity of power has been used than would be if all was right. Vessels, as now formed, in times of great gales cannot choose their own position or course to run, but must hold a position or course such as does not expose them to strain or roll. This is the great point open for improvement. Often a ship's course from one point to another lies directly in the troughs of the waves, but she cannot take it at times of high winds, but must 'lay to' and wait. There is no wind which will propel a vessel faster than a beam wind, with sail set as it should be. Both of the improvements alluded to have been made, and later on I will give them in detail. I will only say of them as a whole, that the first-mentioned removes the water to the surface and returns it under the aft end of the vessel in time to prevent her settling, the other holds the vessel steady in a beam wind, so that she cannot roll, and her sail draws evenly. I have built two small craft, one a steamer in 1854. With steam alone we could make ten miles an hour. But in one gale we ran her with sail, the wind on her quarter, over eighteen miles an hour with steam shut off. The other I built in 1874. On two occasions we run her in extreme high wind at the rate of a mile in three minutes directly in the troughs of the waves. It is only a waste of time to importune Congress to pass some laws to aid our shipping with improvements such as are now in use. We cannot possibly compete with foreign nations as maters now stand. We must have vessels which can carry cargoes for the same degrees of tonnage, and do it at much less cost and more speedily. Congress can aid by causing a scientific investigation of principles which will do this, and in no other way. But unless some influences outside of present constituted powers can be brought to bear, this has but a small chance of being done. Congress has its adviser in the Secretary of the Navy. His advisers are the constructors. Any appeal made to Congress is referred to him and them. This whole matter has been running for ages in the rut it is now, and the men alluded to are the last ones to put their shoulders to the wheel to lift it out. It is not for their interest to do it. But it must come out. Perseverance is the wedge to lift it. Truth can not always remain crushed.

A DISABLED STEAMSHIP.

The British steamship Mentmore arrived March 1 from Liverpool after a tempestuous voyage. She is so badly damaged that she will have to undergo extensive repairs. Captain Amlot, her commander, reports that he had very heavy weather during the voyage, and that when off the Banks of Newfoundland he became encompassed with icebergs, from which it was impossible to extricate the ship without damage. The result was that in the midst of the fogs and the darkness of night the steamer struck an immense berg, tearing a hole in her bow so large that the remainder of her voyage was made with much apprehensions. She, however, proceeded, and on the 29th ult. at 4 o'clock in the afternoon, when thirty-six miles east of Cape Henry, came in sight of the schooner Jacob Kingle, water logged and breaking up. The crew were signaling the steamer for assistance. Captain Amlot sent off the boats and brought the men to the steamer, who gave their names as Jacob Hazelton, master; Robert Liming, mate; J. W. Pharo, steward; and John Harvey, John Hoffgreen, and Martin Gust. Captain Hazelton says that he had previously hailed an American ship which was not more than half a mile distant, and while he is confident they must have been seen and their condition known, she kept on her course as though nothing was happening. The weather was very cold. They were nineteen hours in this exposed state, some in the rigging, and all expecting the vessel to go down any moment when the boats from the Mentmore reached them. The Kingle was loaded with lumber, and was bound from Norfolk to New York. She was owned by John S. Hulin, of New York, and must have sunk soon after the crew were taken off.

THE ERIE CANAL.

Hon. N. W. Nutting writes to parties in this city that a bill will be reported favorably in the house of representatives to grant to the state of New York a million of dollars annually for permanent improvement to the Erie canal, on condition that that canal shall remain toll free.

This is a very proper thing to do. The Erie canal is maintained more for the benefit of the producers of the west and the consumers of the east, then for the benefit of the people of this state, which has built the canals and made them free to the people of the states who care to use them. It will cost the people of this state nearly a million dollars a year to run the canals and keep them in order and repairs. It will doubtless be difficult to get the people of this state to appropriate any sum sufficient to increase or improve the capacity of the canals.

It would seem that in preparing this bill, the Oswego canal has not been regarded as a part of the Erie canal. If the object of the general government is to cheapen transportation between the west and the east, it is just as essential that the Oswego canal should be improved as any other portion of the canal system through the state. The Welland canal is enlarged and the freight which comes down through that canal can be best taken to New York through the Oswego and Erie canals.

Mr. Nutting thinks the committee in charge of the bill can be induced to amend it as to include the Oswego canal. There is every reason why this should be done and not a single reason why it should not. If Judge Nutting should secure this amendment, as we have no doubt he will labor to do, he will be entitled to the thanks of his constituents. Every aid should be rendered him that he may suggest, and it should be promptly done.—*Oswego Times.*

Renew your subscriptions.

AN OLD SETTER GETS INTO A FOG.

I'll never furgit the fog o' March, 1830. I had a contract to deliver three loads o' hard-wood timber to ole Jedge Puff, o' Lame Crow Holler. Ye never knowed the Jedge, I guess, 'Squire. They ain't many now ez did. The Holler were a great place fur heavy fogs, an' were more'n two mile wide an' a hundred foot deep. Sometimes the fog'd be so thick ye couldn't see nothing' 'bout the place fur days. I had to haul the lumber 'bout fifteen mile, fur it had to be delivered on top o' the ridge on the east side o' the Holler, an' the mills was three mile back o' the west side, an' ye had to drive 'round twelve mile to git in on the ridge to the spot I'd contracted to lay the lumber though ye come in sight o' the place when it was only two mile away.

"I'd ben waitin' fur it to snow, but durn'd a bit o' snow come; an' on the last day o' March I had got to start arter the lumber with wagons, fur 'less I got it on the groun' that day I lost the price o' haulin' it, an' the timber, too, fur I know'd the Jedge'd hold me plum down to the 'greement, 'cause he were that kind of a man. The roads was so bad that it was dark ez pitch we got to the top o' the ridge on the west side, an, I know'd they wa'n't much use o' me tryin' to get to the Jedge's 'fore 12 o'clock at night, an' my contract wan't no good. But we druv on, me ahead, an' tother wagons a follerin' me. The road were onusual smooth, but kinder soft an' spongy, fur half an hour; then we run onter things rough, an' I foun' we couldn't git along at all, an' I says to my drivers: 'B'gosh, boys, let's chuck the loads off right here. We can't never git in, anyhow, so's I kin save my bacon. So we piled the lumber up ez nice ez we could in the dark, an' kiverin' ourselfs up with our blankets, laid down to stay till morning.'

"Squire, I woke arly nex' day. I looked roun' an' rubbed my eyes. It we wa'nt right on the groun' whar I'd greed to deliver the timber, and if 'twan't all piled up jest whar it orter ben, yer kin shoot me b'gosh! An' what a fog th' was coverin' that holler! An,' boys stretchin' clean 'cross it, ez straight ez a railroad, was the tracks of our wagons an' hosses! Ye see the fog had been a leetle heavier than common, an' in the dark we had——"

"That's all right, Major," said the Squire "Don't tire yerself. I see thuz a leetle fog in yer throat yit. Frank, we'll clear it out."

And they did.—*Ed Mott in New York Sun.*

THE VAN RAALTE.

Our reporter paid a visite to the favorite little steamer Monday, and found the carpenters and panters exceedingly busy, having metamorphized the interior of the boat almost beyond recongnition. The old partitions in the cabin have all been taken out, and the clerk's room and kitchen department have all been moved to the main deck and will be finely fitted out with all conveniences. The main cabin will occupy the center of the boat and will be surrounded by berths similar to those in the saloon of the City of Cleveland. Back of this will be a cosy ladies' cabin, where ladies can always enjoy privacy, and in front will be a gents' cabin, surrounded by five staterooms, the gents' washroom and the Captain's room occupying the extreme forward part of the boat, and will be fitted up in fine style. The kitchen will be communicated with by a dumb waiter, so that all orders from that department will be shut off from the cabin. The berths will be filled with finest spring mattresses, and the cabin and staterooms will be fitted up entirely new and in the best possible manner.—*Cheboygan Democrat.*

It is amusing to find that the criticisms of the England engineering papers, ourselves among the rest, upon the novel and comparatively absurd designs put forward by the Naval Advisory Board of the United States for the new cruisers then proposed to be built have resulted in, first, the abandonment of the employment of beam engines of somewhat similar class to those used on their boats, and, finally, the whole question appears likely to be shelved by the refusal of Congress to build the steamers at all. The criticisms upon the designs are not confined to this side of the Atlantic only: we see that the New York Herald has taken up the subject, and without probably sufficient scientific knowledge to guide their opinion in detail. We find their criticisms are infinitely more trenchant and scathing than any we have presumed to use in this country. They go so far as to say that the obvious inferiority of the designs can only be explained on the basis that it is an election job. We do not think that this need necessarily be the case, nor that the designs are not put forward with the very best intentions, and that the whole blame is to be attributed to the want of experience in that class of construction which the American naval engineers cannot possible have acquired. The difference of opinion as to the sea-going fighting qualities of the vessel seem also to be widely spread among the different heads of boards, the constructors, and naval engineers of authority; so that Congress, in the face of all these opposing opinions, does not see a better way out of the difficulty than to refuse to make any further appropriation for new vessels for the present. When so much valuable and expensive experience can be obtained from the history of our naval experiments on this side of the Atlantic, we do not doubt that if our American cousins would condescend to profit thereby, they might make a fresh start with credit to themselves and advantage to their country.—*London Marine Engineer.*

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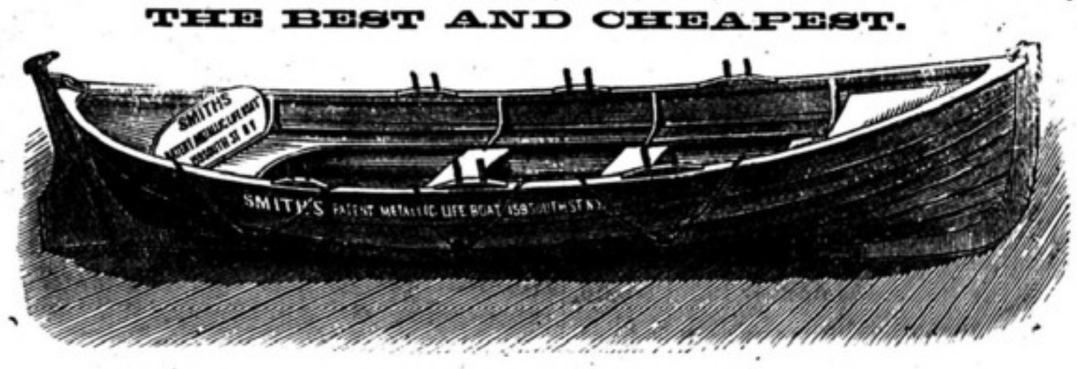

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A. A. POMEROY, Editor and Proprietor.

TERMS OF SUBSCRIPTION:

One year, postage paid.....$2.00
Six months, postage paid..... 1.00

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The MARINE RECORD can be found for sale at the following places:

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A REQUEST has been made for the Great Eastern to be used as a floating hotel in the event of the World's exposition at New Orleans.

THE laborers at the Cape Cod ship canal, who are not satisfied with the quality of food furnished them by the contractors, have struck.

THE House committee on commerce has decided to include in the bill for the encouragement of American merchant marine Mr. Burleigh's bill, which abolishes tonnage dues on small vessels.

A BILL was presented to the Senate on the 14th inst., providing for the establishment of life saving stations at or near Plum Island, Lake Michigan; at South Manitou Island, Lake Michigan; at or near Bois Blanc Island, Straits of Mackinac, and at or near Point Adams, Oregon.

DULUTH marine men who are interested in north shore navigation are about to petition Congress to urge upon the lighthouse board the necessity of placing a light at Grand Marais. Much money has been expended by the Government to build a harbor of refuge there, and a lighthouse has become a necessity.

THE Kingston News comments as follows on the extensive prepaartions being made by the United States for a grand navy: "The Navy Department has ordered six new popguns and a cheese knife for the American navy. The rotten thrones of the effete monarchies of the old world are just 'quaking in their boots,' or words to that effect. 'Her banners make tyranny tremble'"

THE Travelers Insurance Co., of Hartford, Conn., is performing a graceful missionary enterprise in the interest of art, as well as contributing a noble subscription to the great Bartholdi Statue Fund, by distributing a splendid picture of that masterpiece of sculpture to all the newspapers in the land. A copy is now in our office, and is certainly a worthy presentation of a magnificent subject.

THE FATE OF THE MORRISON BILL.

Iron ore men, vessel owners and freight carriers on the lakes, together with all who may be interested nearly or remotely in the subject of free ore, or tariff for revenue only, as exemplified in Mr. Morrison's bill, can now rest easy that the matter will not be disturbed during the present session of Congress. In the minds of some who have given the bill and its manipulators close attention there has been an abiding, and we may say, gratifying misgiving as to its success from the very start. These doubts have been confirmed within the past few days. At the latter part of last week, when the measure was considered ripe for broaching, the forces of its supporters were considered hopelessly demoralized. Its promotors raged, exhorted and threatened, but they might as well have strove with the waves of the sea. All was tossing in confusion. The adherents proposed a caucus, when from thirty to fifty recalcitrants were found who openly refused to go into caucus, or abide by a decision if a caucus were held. To those who understand the power of a caucus we need not point out the enormity of this stand. It is flat rebellion, but notwithstanding the fact that the party lash was used most vigorously the "kickers" would not be corralled. It is thought by many that disastrous political effects will follow this disintegration. From the nucleus thus formed against the bill at headquarters, discussion has spread pretty much all over the country. There is a formidable feeling against the bill in the South particularly in Alabama and many localities are sending in protests. If the Democrats manage to save enough out of this wreck to make a "tariff for revenue only" plank in the national platform they will do more than the shrewd ones expect. But at all events we may bid a long farewell to the Morrison bill.

CHANCES OF THE RIVERS AND HARBORS.

All signs point to a lively time in Congress when the river and harbor bill comes before the House. We have seen no account of progress being made by the committee having the matter in charge except that it had determined to report a bill based on ten million dollars for the entire chain of lakes, a conclusion which, if report is true, will form more of a detriment to progress than anything else right at the outset. The committee will have sharp work before it one of these days, and when the work is reached there will be found serious obstacles in the way. It is said that tariff discussions have reached such a height that in order to save the dominant party the older heads will bring about an early adjournment. This step the House is in no condition to take. A reliable report says it will be so crowded with work that nobody will know which way to turn. The business on the calendar, which has been accumulating while time was being frittered away, has increased to astonishing proportions. On Saturday the number of bills on the calendar of the House on the state of the Union alone was ninety-four. On the regular House calendar there are eighty, in the private calendar three hundred and on the speaker's table one hundred Senate bills await the action of the House. In the face of this accumulation the appropriation bills stand in menacing proportions. We do not believe the tariff bill will come before the House and consequently no account of it is taken. If the House thinks of an early adjournment under these circumstances its proceedings will be well worth watching. Of course abandonment is the assured fate of the great bulk of this business; and when these bills are abandoned some hundreds of wry faces will be pulled for the balance of the session. To imagine the rivers and harbors receiving anything like just treatment in this turbulent state of affairs is beyond our most sanguine vein of humor.

SALT WATER CRAFT.

FRANKFORT, MICH., March 14.

Editor of the Marine Record.

The article on pioneer craft of the lakes in your last week's paper calls to mind many incidents of the past. I wish some of the old lake captains would furnish us, through your columns, a list of the first lake craft that left for salt water and their subsequent history, also state time, cargo and destination at time of sailing. I remember a few names of craft, but cannot recall much of daes.

Schooners Richmond and Blackhawk made a trip to the Mediterranean Sea, the latter returning to the lakes and being wrecked at Frankfort; brig Dashler, Captain Charles Gale, and the Saranac, which was captured by the Confederates in Hampton Roads and destroyed, were among the lake vessels to seek salt water; also the Chieftain, which ran afoul of a steamer then laying the Atlantic cable in mid-ocean; bark Norman, of Sackett,s Harbor, after trying her fortunes on the ocean returned to the lakes and is still in commission. The schooner Narragansett, took over a cargo of kerosene oil; bark Ravena, laden with naptha for Liverpool; schooners John F. Warner, Geo. W. Holt, Captain Hanscombe; brig Mechanic, Captain Kelley, also went abroad; schooner Challenge was wrecked on the English coast. Mr. D. Fishbeck, of Milwaukee, sent a small vessel to Hamburg, and she returned in 1860; brig Pamlico; brig Sailor Boy, of Sheboygan, took oats for Liverpool, was driven out of her course, and reached the Island of St. Thomas, West Indies, and afterwards sunk with a cargo of railroad iron in mid ocean. Schooners Ben Moe, Geo. Oscar, Stella, scow Ben Jones, tug Minnie, schoooner H. Esch left Manitowoc for the Gulf of Mexico via the Mississippi in 1877-78. The first vessel that came to the lakes from New York was the schooner Thomas Bradley, Captain Nat Robbins, in 1856. She made the passage all right, but was caught in a gale and wrecked on the 4th day of November, near St. Joseph, on lake Michigan. The brig Sleipner, 250 tons, with a cargo of cod liver oil, liquor, etc., arrived in Chicago harbor in the summer of 1863. She was the first foreign craft that ever carried a cargo direct to Chicago. She returned to Norway and came to Chicago with another cargo the following season, accompanied by the sloop Skjoldmoen, 85 tons burden. The United States steamers Haze, Dahlia, Bibb and others, besides many pleasure yachts, such as the Viking, etc., are salt water craft I should like to see a full and more explicit account of these craft, and others which are not mentioned here, and hope to see it soon in your paper.

Very respectfully,

CHAS. BURMEISTER.

THE FIRST STEAM WHISTLE.

To the Editor of the Marine Record:

DEAR SIR:—I notice in the Detroit correspondence in your paper of March 13, 1884, you state that the steamer Princeton was the first craft on the lakes to have a steam whistle. I wish to correct the error, as the first steamer named the Cleveland was the first steamer on the lakes to have a steam whistle, and it was placed on her several years before 1846, by Walter Cameron, then first engineer of the first steamer Cleveland.

READER.

IRON MARKET REPORT.

CLEVELAND, March 19.

The market for pig iron and ore is dull Ore is sold ahead of production and the market well supplied. Prices remain unchanged.

CHARCOAL PIG IRON.

Nos. 1 and 2 Lake Superior charcoal	$23 00@24 50
Nos. 3 and 4 Lake Superior	24 00@25 00
Nos. 5 and 6 Lake Superior	23 00@25 00
Nos. 1, 2, 3, 4, 5, Salisbury	35 00@37 00
Southern charcoal irons	27 00@30 00

Reported by E. L. Harper & Co., Cincinnati.

The business of the week has been confined principally to an ordinary current demand, and in the absence of any speculative spirit on the part of consumers, the market is devoid of animation. Prices are steady for reputable brands. We quote as follows:

FOUNDRY.

Hanging Rock Charcoal No. 1	$22 25 to $23 25
Hanging Rock Charcoal No. 2	21 25 " 22 25
Strong Neutral Coke No. 1	18 50 " 19 00
" " " No. 2	17 50 " 18 00
American Scotch, No. 1	19 00 to 19 50

GREY FORGE.

Neutral Coke	$16 50 to $17 00
Cold Short	16 25 " 16 75

CAR WHEEL AND MALLEABLE.

Hanging Rock, strictly cold blast	$ 27 75
" " warm blast	24 00 " 24 50
Lake Superior "charcoal" all grades	24 00 " 25 00
Southern Car Wheel, strictly cold blast	26 50 " 27 50

[*Concluded from 1st page.*]

15½ feet breadth of beam and 7 feet depth of hold.

McKinnon Brothers, engineers and shipsmiths, will rebuild the engine of the tug Dragon. They are busy getting ready to do repairs on several other boats.

J. P. Deveney, shipbuilder, is tearing the tug Dragon to pieces and will give her a thorough rebuild from the keel up. The schooner M. F. Merrick, owned by Merrick, Esselstyn & Co., of Detroit, is getting twenty new deck beams, new hatches, new decks, and a new jibboom. The schooner Montgomery is getting all new beams and deck forward of her foremast, new bowsprit, new windlass bitts and pawl post. The schooner Edward Kelley is having all new timber heads, new centreboard and minor repairs. Schooner Montana will have a new square sail yard and foregaff and her decks calked. The steambarge Everett has had new quick work forward and her decks calked. The schooner C. Wall has had her decks calked and a new rudder. The schooner Fitzhugh has had a new cathead, new forecastle deck and general repairs. The schooner Reindeer will have her decks overhauled and caulked where necessary and some minor repairs. J. P. Deveney has added a steam saw mill to his shipyard and is prepared to do any kind of ship work.

Captain Johnson, of the schooner Mont Blanc is here from Tonawanda superintending the repairs on the Merrick & Esselstyn fleet.

ERIE.

Special to the Marine Record.

The schooner F. W. Gifford, Captain L. Davis, has had new topsides, calking outside and general repairs. She is loaded with coal for Escanaba, and has been chartered to carry coal at going rates and iron ore from Escanaba to Erie at $1.10 per ton.

W. W. Loomis, shipbuilder, is about to build four steam fishing boats. These will be in addition to two now building by him. He will also do considerable repairs on the schooners Lafrenier and Champion, and make some alterations to the magazines and shell rooms, on the United States steamer Michigan, to make them suitable for her new armament. W. W. Loomis has the most modern and improved machinery in his steam saw mill for getting the timber ready for shipbuilding, and he has recently added a steam saw mill for sawing round logs into planks. Mr. Loomis is negotiating for the purchase of some land near the shipyard, so that he may build one of the largest and best drydocks on the lakes.

LUDINGTON.

Special to the Marine Record.

The Flint and Pere Marquette steamers are having a rush of business. Both boats arrived here on the 16th with full loads, although the lake is nearly full of ice. They make the trips or run in about twelve hours.

Storm signals were up on the 16th, and a heavy southeast wind is blowing.

The lumber vessels as yet are not making any preparations.

BUFFALO.

Special to the Marine Record.

The appointments of the Wabash line of propellers trading between this port and Toledo, for the season of 1884 are as follows: John C. Gault, A. W. Stoddard, captain; first engineer, Joseph Whitwham. Russell Sage, Henry Root, captain; first engineer James H. Miller. Morley, R. C. Goldsmith, captain; first engineer, H. Stone. A. L. Hopkins, F. A. Wetmore, captain; first engineer, George Butler.

MILWAUKEE.

Special to the Marine Record.

Captain Muir, of the propeller F. & P. M. No. 1, which arrived here at 2 o'clock Friday morning, reports that the lake is frozen over from shore to shore. The F. & P. M, No. 1 was seventeen hours out from Ludington, having left that port at 10 o'clock on Thursday morning. Very heavy ice was encountered from the east shore to mid-lake, which greatly impeded the boat's progress. Small icebergs from twenty to thirty feet in height were seen along the east shore and in mid-lake.

The jury in the case of the Northern Transit Company of Michigan vs. the Grand Trunk Railway of Canada tried before Judge Dyer of the United States Circuit Court, returned a verdict of $92,000 in favor of plaintiff. The trial lasted over six weeks and this is the second verdict, the first having been for $111,000 which the defendant claimed was unreasonably high. The demand was for $240,000 on account of delayed cars causing a heavy loss to the Transit Company. The railway company made a counter claim of $60,000, alleging delayed boats on the Transit Company's part. The prosecution was conducted by Finches, Lynde & Miller, and the defence by District Attorney Hazelton and Joshua Stark.

The first sail craft of the season to arrive here was the schooner North Star bound for Ludington.

John Allen, Jr., president and manager of the Western Transportation company since 1860, died on Sunday. He was 58 years of age.

Captain John H. Foley, who sailed on the lakes up to 1875, died at Chicago on Sunday. His remains have been taken to Buffalo.

OSWEGO.

Captain George Richards has taken charge of the schooner Hoboken. The load has been taken out and she will receive a thorough overhauling.

Captain Patrick Griffin will command the barge which is being built at Buffalo.

The schooner Typo, which was sunk on the Canadian shore last fall and placed on Goble & Mcfarlane's dock for repairs, is getting a fresh coat of paint.

The Belleville began running on the ferry between Ogdensburg and Prescott, Saturday morning.

The Transit was above the lighthouse on the Canada shore, breaking ice. The Prescott landing of the ice road was destroyed before noon.

The Rothesay will make her headquarters at Cape Vincent instead of Clayton.

Captain William King of the schooner Kate Kelley is still on the sick list but it is expected that he will recover in time to take command of his schooner.

John VanAlstyne has so far recovered from the illness which compelled him to leave his schooner last fall that he hopes to be ready for business upon the opening of navigation.

The entrance to the harbor is nearly clear of ice.

A lumber scow, belonging to Rathbun & Co., which was moored by the Island dock was carried away by the ice when it went out and cannot be found.

G. P. Mattison has sold to Fred Preston the fleet little sail boat Mattie. It will be remembered that the Mattie won second money in the race here last fall after having her peak halyard carried away. She was beaten only 3 minutes by the Rival over a 12 mile course. After her bad luck Mr. Preston ought to feel proud of the Mattie.

Following are the appointments to the command of the Oswego vessels as far as made up, but subject to some changes; Hoboken, George Richards; George B. Sloan, John McDowell; John T. Mott, Peter Cronley; Kate Kelley, Wm. King; J. Maria Scott, Wm. Griffin; Hartford, John Carr; D. G. Fort, Charles Daniels; Mystic Star, D. Hourigan; M. J. Cummings, Charles Tifft; Frank D. Barker, James Scott; Penokee, Frank McGuire; Nevada, Fred Pitcher; John Magee, Captain Ripson; Senator Blood, J. Preston; Delaware, John Gibson; W. H. Oades, Patrick Woods; West Side John Quigley; Willie Kellar, Thomas Murray; W. J. Preston, John VanAlstyne; Blazing Star, John Hurley; Pulaski, Captain Moulther; Nassau, John Farrel; John R. Noyes, John McKevlin; Jamaica, M. Hourigan; Oliver Mitchell, Captain Curran; Comanche, Wm. Becker; American, Cal. Becker. The appointments to the Bolivia, Mary Copely, O. M. Bond and the Samana have not yet been published.

BAY CITY.

Mr. Lester has purchased a half interest in the barge J. F. Warner during his absence.

The lumber barge Plymouth is being thoroughly rebuilt at Algonac and will not be ready for sea until about the middle of the summer.

Early in October last the propeller James Davidson was wrecked and totally lost on Lake Huron. She carried insurance with several companies, among them the Merchant & Travelers' of New York, with which she had a $5,000 policy. The other companies paid but the Merchant & Travlers' refused to settle. The St. Clair navigation company, of St. Clair, have commenced suit in the United States circuit court against the insurance company for the $5,000 and interest.

Henry Lester returned last week from Marine City where he has been visiting several weeks. He states that the shipyards of that place are busy and doing, good work. One matter of which he spoke will be of interest to Bay City mariners. The barge Sol Gardner, built for a steambarge but never equipped with machinery, has been hauled out on the bank by her owner Robert Holland, for a rebuild and transformation into a steambarge. She will have the machinery of the steambarg. S. D. Caldwell, which is to be used hereafter as a tow barge. The timbers in the Gardner were found to be a great deal better preserved than anticipated. It is thought she will make a fine steam craft.

The steamer L. G. Mason is receiving a rebuild at a cost of $2,500.

SANDUSKY.

Steamers have commenced running between here and the peninsula across the bay.

The steamer Eagle, the ironclad ice boat, having broken her wheel, will be hauled out here on Thursday to receive a new wheel.

KINGSTON.

The marine divers have arrived at Clayton from New York to raise the Oneida. It appears that Captain John Donnelly did not secure the job. The Americans will undertake the work before the ice breaks up.

Captain Garrett, late of the Welshman, will command Swift's new steamer which will ply on the Rideau Canal route.

The Messrs. Swift sold the steamer Gipsy to D. Shaw, of Toronto for $16,000 and he re-sold her, making money by the transaction. Mr. Swift is negotiating for the purchase of another steamer, longer than the Gipsy, to ply on the Rideau route.

The schooner Jessie H. Breck has been chartered to carry ore to Cleveland and return with a cargo of coal. Terms private. This is the first charter reported at Kingston.

CHICAGO.

The Grain Receivers' Association held a meeting yesterday afternoon for the election of a large number of members. The committee on terminal charges reported progress and anticipated a favorable conclusion of the matter in question. The committee on commissions reported. Mr. Rogers, of the committee on commissions rule, recommended the following amendment to rule No. 15: "This is not a change of the rule itself, but simply a change of phraseology. Your committee, to whom was referred the matter of commission for the sale of corn on track or on board beg leave to report for the majority of the committee, and recommend that a proposition be submitted to the Board of Trade to amend section 3 of rule 15 of said board by making the same to read as follows: 'For selling corn otherwise than in store 1 cent per bushel.'"

The insurance companies, all of which suffered very materially by the ruinous war which obtained last season, are making arrangements to establish uniform hull rates and a conference of the insurance magnates will be held here the present week to that end. The grain cargo insurance will be placed on the same basis and will follow the line marked by the successful cargo pools of 1881 and 1882. No season contracts have yet been entered into and there is a chance for the success of this project. Meanwhile grain cargoes now loaded are insured until their delivery in Buffalo at 85 cents.

In grain freights for vessels "every prospect pleases" vessel owners. All Chicago's immense elevators are full of grain, a number of vessels have been loaded to relieve the elevators, and the receipts of grain by rail from the interior each day continue large.

The through fleets from Chicago, Milwaukee, etc., down the lakes, and those from Buffalo, Cleveland, and other ports up the lakes will be loaded and manned and put in shape for sea, and when news of the opening at Mackinaw is announced they will sail on their maiden trips of the season. There has been a great deal of repairing done by the fleet in Chicago during the winter, and many are still in the hands of the shipyard proprietors. A large number will visit the drydocks. The work of clearing up and fitting out will be commenced next week. Sailors are already arriving in Chicago, and they will be employed on board preparing the vessels for sea. Sail vessels carry from eight to twelve men each, and the crews of steamers vary all the way from twenty to forty men. The latter are the passenger boats. Thus, to man the fleet now in the harbor, 6,115 men will be necessary—and it sometimes occurs that there are three or four sailors in port for every single berth there is to be filled.

The steambarge Monitor arrived on the 28th from Michigan City with sand, returning light.

MUSKEGON.

Tug owners and vessel men are beginning their preparations for service at an early date, placing the time at about April 10.

TOLEDO.

The river in front of the city is now clear of ice. Half a dozen tugs had steam up and were skipping around the river in a very summary manner.

Captain John Galloway, one of the oldest and best captains on the lakes, died at his residence in this city on the 18th, aged fifty-eight years.

SAGINAW.

The following appointments have been made for the season of 1884 on vessels in the valley lumber trade: Barge A. T. Bliss, Captain Chas. Van Norman; barge Ida Corning, Captain Moses Rogers; barge T. H. Cahoon, Captain Peter Edgar; barge G. W. Wesley, Captain W. M. Brown; barge Mary Birkhead, Captain John Stewart; steambarge Porter Chamberlain, Captain Hy Robinson; barge Fostoria, Captain John Hughcraft; barge Commodore, Captain Wright; barge W. L. Peck, Captain Quinnin; barge B. M. Baker, Captain John Price; barge Matilda, Captain Zach Lapham.

The river at Saginaw is open in several places.

PORT HURON.

The articles of association the Star Line have been filed in the office of the county clerk. The association is to exist for thirty years, and the general offices to be at Port Huron. The capital stock is $100,000, divided into 4,000 shares, the price of each share being $25. The stockholders are as follows: Henry Howard, Port Huron, 161 shares; Alonzo N. Moffat, Port Huron, 1,993 shares; Charles A. Ward, Port Huron, 201 shares; Mark Hopkins, St. Clair, 202 shares; William K. Muir, Detroit, 425 shares; Frank E. Kirby, Detroit, 242 shares; John Owen, Detroit, 120 shares; George McMillan, Detroit, 191 shares; Charles E. Kanter, Detroit, 193 shares; Frank E. Snow, Detroit, 45 shares; Alfred P. Toulman, Detroit, 48 shares; Mrs. Jennie McKeller, Detroit, 24 shares; John S. Van Alstyne, Wyandotte, 45 shares, George C. Fuller, Detroit, 95 shares.

STURGEON BAY.

The new engine has been put in the tug Tillson, and the boat is being put in readiness for the opening of navigation.

At last reports the steambarge Hilton was still fast in the ice between Kewaunee and Two Rivers. She was loaded with wood from Carlton for Milwaukee.

The boats of the Grand Trunk railroad have encountered so much trouble from the ice this winter in making the passage between Milwaukee and Grand Haven, that it was found necessary to send the Goodrich Co.'s ice breaker, Arctic, over to the east shore to assist the steamer in effecting a passage through the icy barriers.

AMHERSTBURG.

It is said that Captain Hackett will run a sailing vessel from the Canadian shore through to Sandusky, calling at three docks at the Island. The Dresden will also run to Sandusky three times a week, and will call at the North, East, South and West to accommodate the islanders.

The Windsor and Detroit Ferry Co. have been granted the exclusive right to ply between Detroit and Windsor until September 29th, 1888. The town council of Windsor has passed a by-law compelling them to have the last boat leave Windsor at 11.30 for Detroit and return. The summer time-table as approved of by the Council will take effect April 1st. Boats will leave Windsor at 6. a. m. and make a trip every 15 minutes until 7 a. m. From 7 until 8 they will make a trip every 10 minutes. After 8 and until 11 p. m. they will make a trip every 15 minutes. The last boat will leave Windsor at 11.30 p. m. and return inside of half an hour. In the winter the first boat will leave Windsor at 6. a. m. and make a trip every 15 minutes until 9 a. m. From 9 a m. until 11 p. m. they will make a trip every 20 minutes. The last boat will leave Windsor and return as in summer. When stationary ice is in the river time between trips may be extended to 30 minutes.

ESCANABA.

March 16 Captain B. D. Winegar came by team from Washington Island on the ice, thirty miles, a feat never accomplished before. He reports the ice to be thirty-nine inches thick, blue and solid. There is no open water nearer Escanaba than five miles south of Rock Island. There is twenty inches of snow in the woods, which is melting fast. Weather clear and pleasant.

DULUTH.

Captain Jos. Lloyd has purchased the interest of J. B. Howard in the old propeller City of Winnipeg. Messrs. Lloyd and Flynn, her present owners, will raise and repair the hull, which is yet in pretty good condition, put on new upper works, and make her into a steambarge. Much of the freight is in a fair state of preservation, and Captain Lloyd thinks it possible that the sixty barrels of whisky have improved with age.

D. A. Christy, agent of the Lake Superior Transit Company, has returned from a long visit in Buffalo and the East.

Some months ago the corporation calling itself the Minneapolis, Sault Ste. Marie & Atlantic Railroad Company contracted with Captain Thomas Wilson's line of barges, Cleveland, for the delivery of 8,000 tons of rails at Duluth during the coming season. Since that contract was made, and not many weeks ago, the railroad company addressed the owners of the boats to know at what change in the contract rates they would deliver the rails at Washburn, instead of at Duluth as contemplated. The boat owners fixed the rate to Washburn much higher than that to Duluth. and, much to their surprise, their proposition was accepted by the railroad company, and the rails will accordingly be put off on the Omaha docks on the west side of Chequamegon bay. The increase in the rate to Washburn, however, over the rate to Duluth, though the distance i nearly one hundred miles shorter, in a simple illustration of the fact that the tendency of all the boat lines is to through freight to the head of the lake. None of the towns down the lake can ever compete with Duluth any more than Milwaukee can compete with Chicago. If jealous Minneapolis desires to cut her own throat by paying a higher rate to Washburn than to Duluth, and then having alonger haul by rail, she of course has the privilege of doing so.

Last week Williams & Upham received from Pine City seven car loads of oak lumber to be used in building the hull of a dredge to take the place of No. 4. It will be built during the coming summer, and next winter it will receive the machinery of the old dredge.

An entire new cabin has been built on the propeller Agnes. She is having a 16x20 cylinder built in Buffalo, and will put a new Universal coupling on her shaft.

The tugs Eliza Williams and Rambler have had new insides put into their boilers at an expense of $1,000 each.

The tug T. H. Camp has been housed in forward, a new pilot has been built, with a texas just abaft of it.

The little tug J. H. Upham, Jr., has had a new water bottom under her boiler a new stem, and bulwarks repaired.

John D. Walsh is building a new boiler for the new tug Maggie Carroll.

Work on the hull of J. J. Hibbard's side-wheel ferry is not progressing very rapidly; but her engine is nearly finished by the Duluth Iron Company, and John D. Walsh has turned out one boiler for her.

Some of the marine men assert the belief that no boats from the lower lakes will reach Duluth this year before the first of June. We see no good indication of such a late opening. Navigation at the head of the lake and the "Soo" has often opened early in May when there was more ice in the lake than there is this winter.

As a marine man expressed it "there is going to be fun in our harbor this spring." There is little doubt that the opening of navigation will find a formidable bar formed across the inner end of the canal, there being good evidence of such a condition of things before the bay was frozen. The worst feature of the business is that there is no certainty of getting any money to do the necessary dredging early enough in the spring. As usual, Duluth was late this winter in looking after the needs of her harbor.

The marine inspectors from Marquette will be in Duluth again about the 20th of April.

Fred Bushman, engineer of the tug John Martin, has returned from Jefferson, Dakota, where he has been on his father's stock farm all winter.

Napoleon Grignon has taken a contract to put a new cabin on the tug Nellie Cotton. He will also build new cabins on the tugs Hope and Agate.

FOR SALE

TWO FISHING TUGS.

Both well adapted for fishing boats or tugging. Following are the dimensions of No. 1: Length, 49 feet; breadth, 11 feet; depth, 5 feet; engine 10x12; new steel boiler; built in 1882. Price $3,500, cash.

No. 2: Length, 42 feet; breadth, 12 1-2 feet; depth, 5 feet; built in 1881; engine 14x14, new boiler. Price, $4,000, cash

Also one double marine engine 14 1-2x20 inches; 7-foot Philadelphia wheel; in A1 condition. Price, $1,300 cash. Address MARINE RECORD OFFICE.

NEW YORK AND ITS HARBORMASTERS.

Last year the legislators of this State were given a great deal of advice by the daily press as to what course to pursue in regard to our harbor masters. Quite a moral tone was assumed, but the subordination of the commercial to the political views of the case were truly startling. The legislature was advised to do away with the office of harbormaster. It was shown, to the satisfaction of the daily papers at least, that the office was an unnecessary one, that it was used simply as a "crib" for feeding political workers and that what little actual work there was connected with it could be better done, if it was not already done, by the Department of Docks. Such views from those really ignorant of the subject had greater weight at Albany than those of practical men. The Governor and the legislature received very courteously the opinions of merchants upon this matter, but they allowed political influences to rule their actions to such an extent that instead of giving this port a better service they muddled the matter more than before. Confident that the port did not need a harbormaster's office they arranged for keeping it as a sort of political office. They wanted to conciliate the merchants while holding on to the emoluments if possible. But now they find that the merchants were right. The port cannot get along without harbormasters and the merchants remain firm in their demand for good work in this service. The Governor and legislature last year was guided by the opinions of politicians. Now they have the president of the Maritime Association and other gentlemen, members of that association, ship owners and practical men of business, who understand the workings of the harbormaster's office, who are brought into direct contact with it in their business and who know whereof they speak, testifying that harbor masters are necessary to the commerce of this port, that the old harbor masters did their work faithfully last year and that these servants of commerce should be State officers. Surely, with all men of common sense the views of these gentlemen, born of their experience, should outweigh the wishes and views of politicians. It was hardly necessary to send a committee from Albany to ascertain these facts. They have been presented by the merchants often before. There is a slight suspicion that even now they will scarcely outbalance the desires of politicians in the scale of political exigencies. There is one way however, by which they cannot only attract attention, but bear good fruit for this port. That way is for the members of the Maritime Exchange to formulate a bill covering their idea of what a harbor master's office should be and ask the legislature to pass it. It is not easy to see upon what grounds such a bill would be thrown out.—*Maritime Register.*

WOMEN SEA CAPTAINS.

Mrs. Mary A. Miller is not the first woman who has served successfully as mistress of a ship. There were Mrs. Captain Patten, of Bath, Me., who, while her husband was lying ill in his berth, navigated his ship around Cape Horn and up to San Francisco, although his timid first officer wanted to stop at Valparaiso for assistance; Mrs. Captain Abbie Clifford, of the brig Abbie Clifford, who, after her husband had been washed overboard, brought the vessel safe into New York harbor from below the equator; Mrs. Captain Reed, of the Oakland, of Brunswick, Me., who was a practical navigator of celebrity, and Miss Jenet Thoms, who often used to navigate her father's ship, and who is now teaching a school of navigation in this city and who was in part the author of "Thom's Navigator," a book of authority among mariners. To them the Leavenworth (Kan.) Times adds the case of Mrs. Captain John Oliver Norton, of Edgartown, Mass. Her husband commanded a whaling vessel, and she frequently went with him into the Arctic waters. On one of these expeditions all the boats were out, leaving on board the captain and just enough of the crew to manage the vessel. A whale was noted off to the starboard, and the captain and men were puzzled how to get it It was the woman who solved the problem and who settled the fate of the whaleship. Going to the wheel she prevailed upon her husband to leave the ship in her charge, with two disabled men, while he and his men went after the whale. The woman managed the ship all day, until nightfall, when the boats returned, that in command of her husband having captured the biggest whale ever seen in those waters. When the ship put in home the New Bedford owners made the "woman commander" a handsome present.—*Harper's Weekly.*

GREELY EXPEDITION VOLUNTEERS

The recent examination of the seven members of the United States steamer Michigan crew, who offered themselves as volunteers for the Greely relief expedition, resulted in the choice of but three of the seven. These were J. C. Keegan, Thomas Wilson, and John Wachter. Keegan is a native of Detroit, and is a graduate of the apprenticeship system. Four years ago he was apprenticed aboard the United States steamer Michigan and sent to salt water, where he served his time on the Minnesota. He is scant 22, very intelligent, good physically, respectful, and of good executive ability. Wilson, a second-class fireman, was born in Christiana, Sweden, has been aboard the Michigan two years, and is sober, industrious and intelligent. Although but 27, he has been as far on a Swedish whaling ship as 82 degrees north latitude, or at the latitude of the lower Spitzbergen. John Wachter came from the Rhein Flatz, and while a resident of Gries was a brewer. On the ship he was in the engineer's department. He is sturdy, honest, of fair intelligence and ability, and has the requisite staying qualities. The volunteers have gone forward to the New York navy yard, where the Bear is alreay fitting out.

OUTWITTING A FOG.

A scientist, while out in a boat one night on a river in Florida, was caught in a fog so dense he could not see twenty feet ahead. The boatmen stopped rowing, and said they would have to wait for daylight or until the fog cleared away, as they did not know in what direction to steer. The scientist showed them what science can do for a man in an emergency. He says: "I at once stood up in the boat and halloed. Soon the echo came back. Pointing in the direction from which the echo came I said: "There is the nearest land."

Rowing a half-mile in the direction of the echo, we soon reached the land and "coasted" home. The boatmen expressed great surprise that they had been on the river all their lives and had never thought of so simple and easy a plan to find the shore when lost in a fog. A knowledge of so simple a fact saved me many a dismal hour, night and day, too, on the river. Fishermen to whom I have communicated this have told me a knowledge of this would often have saved them from whole nights of useless toil, and would have been worth hundreds of dollars in their business. Steamboat pilots may also be benefited. I have seen them run ashore with the echo striking them in the teeth. During a fog the atmosphere is so saturated with moisture that it is a much better conductor of sound than when dry.

Two results follow: First, sound travels faster, and hence the echo returns more speedily; and second, the sound is heard more distinctly.

Remembering these two facts, a person with a little practice can soon determine the approximate distance of the nearest land or woods.—*Chicago Times.*

DISEASE CURED

Without Medicine.

A Valuable Discovery for supplying Magnetism to the Human System. Electricity and Magnetism utilized as never before for Healing the Sick.

THE MAGNETON APPIANCE CO.'S

Magnetic Kidney Belt

FOR MEN IS

WARRANTED TO CURE Or Money Refunded, the following diseases without medicine:—PAIN IN THE BACK, HIPS, HEAD OR LIMBS, NERVOUS DEBILITY, LUMBAGO, GENERAL DEBILITY, RHEUMATISM, PARALYSIS, NEURALGIA, SCIATICA, DISEASES OF THE KIDNEYS, SPINAL DISEASES, TORPID LIVER, **Gout, Seminal Emissions, Impotency, Asthma, Heart Disease, Dyspepsia, Constipation; Erysipelas, Indigestion, Hernia or Rupture, Catarrh, Piles, Epilepsy, Dumb Ague, etc.**

When any debility of the **GENERATIVE ORGANS** occurs. **Lost Vitality, Lack of Nerve Force** and **Vigor, Wasting Weakness,** and all those **Diseases** of a personal nature, from whatever cause, the continuous stream of Magnetism permeating through the parts, must restore them to a healthy action. There is no mistake about this appliance.

TO THE LADIES.—**If you are afflicted with Lame Back, Weakness of the Spine, Falling of the Womb, Leucorrhœa, Chronic Inflammation and Ulceration of the Womb, Incidental Hemorrhage or Flooding, Painful, Suppressed and Irregular Menstruation, Barrenness, and Change of Life, this is the Best Appliance and Curative Agent known.**

For all forms of **Female Difficulties** it is unsurpassed by anything before invented, both as a curative agent and as a source of power and vitalization.

Price of either Belt with Magnetic Insoles, $10, sent by express C. O. D., and examination allowed, or by mail on receipt of price. In ordering send measure of **waist,** and size of shoe, Remittance can be made in currency, sent in letter at our risk.

The Magneton Garments are adapted to all ages, are worn over the under clothing, **not next to the body like the many Galvanic and Electric Humbugs advertised so extensively,** and should be taken off at night. They hold their POWER FOREVER, and are worn at all seasons of the year.

Send stamp for the "New Departure in Medical treatment **Without Medicine,"** with thousands of testimonials.

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NOTE.—Send one dollar in postage stamps or currency, in letter at our risk, with size of shoe usually worn, and try our Magnetic Insoles, and be convinced of the power residing in our other Magnetic Appliances. Positively no cold feet when they are worn, or money refunded.

CONSUMPTION.

I have a positive remedy for the above disease; by its use thousands of cases of the worst kind and of long standing have been cured. Indeed, so strong is my faith in its efficacy, that I will send TWO BOTTLES FREE, together with a VALUABLE TREATISE on this disease, to any sufferer. Give Express & P. O. address, DR. T. A. SLOCUM, 181 Pearl St., N. Y.

TRAVELERS' REGISTER.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, November 18, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper and twenty-eight minutes slower than the time heretofore in use (Columbus time) by these roads.

Eastward.	Arrive.	Depart.
Fast New York Express	*1 07 A M	*1 22 A M
N Y, B & A Express	*6 37 A M	*7 02 A M
Elyria Accommodation	†8 07 A M	.....
Port Clinton Accommodation	†10 37 A M	.....
Buffalo Accommodation	†10 37 A M	†10 52 A M
N Y & B Fast Express	*1 57 P M	*2 27 P M
Cin. & St. Louis Express	.....	*3 37 P M
Conneaut Accommodation	.....	4 22 A M
Nottingham [Sunday only]	9 44 P M	.....
Night Express	†9 42 P M	†10 07 P M

Westward.	Arrive.	Depart.
Fast Limited Express	*11 55 A M	*12 05 A M
Mich Express via Sandusky	*2 22 A M	*2 37 A M
Chicago Express via "	§6 07 A M	6 32 A M
Mich Accom, Norwalk	.....	†6 12 A M
Conneaut Accommodation	†8 12 A M	.....
Nottingham, [Sunday only]	4 17 P M	1 47 P M
Toledo Express via Norwalk	*12 52 P M	†3 02 P M
St Louis Ex via Sandusky	*1 02 P M	*1 25 P M
C P Ex via Norwalk	†6 02 P M	*6 32 P M
Port Clinton Accommodation	.....	† 4 32 P M

Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.

BEE LINE

Cleveland, Columbus, Cincinnati and Indianapolis Railway.

Equipment New and Comprising all Modern Improvements.

☞ Tickets by this popular route for sale at all regular Ticket Offices.

E. B. THOMAS, General Manager. **O. B. SKINNER,** Traffic Manager.

A. J. SMITH, General Passenger Agent.

CLEVELAND, OHIO.

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

Commencing Sunday, November 18th, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart
No. 1, Cincinnati & Columbus Express	*7:30 A M
No. 11, Indianapolis & Wheeling Express	6:40 A M
No. 17, Special Columbus & Cincinnati Ex.	1:20 P M
No. 3, Special Ind & St. Louis Express	*1:40 P M
No. 5, Col. Cin., Ind. & St. Louis Express	*6:40 P M
No. 7, Gallion & C.L & W. Acc	4:30 P M
	Arrive.
No. 2, Col. & Cin. & Ind. Express	*6:40 A M
No. 8, Gallion & C. L. & W. Acc	9:10 A M
No 12, St. Louis & Indianapolis Express	*2:50 P M
No. 6, Col. Cin. & Indianapolis Express	9:55 P M
No. 4, Columbus & Cincinnati Express	*3:20 P M
No. 10, Wheeling Express	6:45 P M
No. 14, Col., Cin & N. Y. Fast Line	1:10 A M

Trains marked * daily, all other trains daily except Sunday.

New York, Pennsylvania & Ohio R. R.

NEW YORK, BOSTON AND THE EAST.

The Shortest and Quickest Route to Pittsburg, Washington and Baltimore and the Southeast.

Central or Ninetieth Meridien time. 33 minutes slower than Cleveland city time.

Until further notice trains will leave from the new Central Depot, South Water street and Viaduct as follows:

6.50 a. m. ATLANTIC EXPRESS—(Daily) Pullman sleeping and hotel coaches from Leavittsburgh 8:35 a. m., to New York, Albany and Boston without change. Arrive at Meadville at 10:40 a. m. (dinner) Franklin at 12:08 p. m, Oil City 12:30 p. m, Corry 12.35 p. m, Jamestown (Lake Chautauqua) 1.35 p. m, Buffalo 5:50 p. m. Rochester 8:20 p. m.; Hornellsville 6:00 p. m. [supper]; Corning 7:25 p. m. Elmira 8:05 p m. Binghanton 10:05 p. m., Albany 5:00 a. m. Boston 1:45 p. m.; arriving at New York 6:15 a.m.

2.20 p. m. LIMITED EXPRESS—Through Pullman sleeping coach from Cleveland to New York. Arrives at Meadville at 6:30 p. m, Jamestown 8:47 p. m., Salamanca 9:45 p. m., New York 10:10 a. m.

11:00 p. m. NIGHT EXPRESS—(Daily except Sunday) Seeping coach from Cleveland Hornellsville. Arrive at Youngstown at 1:50 a. m., Meadville 3:25 a. m., Corry 4:59 a. m. Jamestown 5,57 a. m, Buffalo 9:20 a. m., Rochester 12:58 p, m., Hornellsville, 11:00 a m, Corning 12:07 p m, Elmira 12:40 p. m., Binghampton 2:19 p m., New York 9:10 p. m. Arrive at Pittsburgh 5:50 a m., without change.

2:20 p. m. PITTSBURGH EXPRESS — Daily — Through without change, Parlor car attached. Arrives at Youngstown 5:00 p m., Pittsburg 8:02 p. m., Washington 7:09 a. m, Baltimore 8:19 a. m.

4:11 p. m. MAHONING ACOMMODATION — Stopping at all way stations, arriving at Youngstown 6:55 p. m., Sharon 8:01 p. m., Sharpesville 8:10 p. m.

6:50 a. m. PITTSBURGH EXPRESS — Daily — Through without change. Arrives at Youngstown 9.30 a. m., Sharon 10:30 a. m., Sharpsville 10:40 a. m., Pittsburgh 12 45 p m., Returning, leaves Pittsburgh at 4:15 a. m., 7:45 a. m., 12:55 p. m., and 3:45 p m.

10 35 a m. YOUNGSTOWN AND PITTSBURGH ACOMMODATION—Stopping at all Way stations, arriving at Youngstown 1:40 p. m., Pittsburgh, 5.45 p. m.

Trains arrive at Cleveland, 6:15 a. m., 6:30 p. m., 10.20 a. m; 1:05 p. m., and 9:45 p. m,

☞ This is the only route by which passengers can reach Corry Elmira, Binghampton, New York City and intermediate points without change. No change to Boston and New England Cities.

Baggage checked through to all points East

Through tickets and information regarding the route can be obtained at the office 131 Bank street, and at new Depot of N. Y., P & O. R R., South Water street and Viaduct, Cleveland, O.

A. E. CLARK, Gen'l Pass'r Ag't Cleveland, O.
J. M FERRIS, Gen'l Man'gr, Cleveland, O.
M. L, FOUTS, Passenger Agt, 131 Bank St. Cleveland.

The Nickel Plate!

NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe speedy and comfortable travel,

At Chicago, passenger trains arrive at and leave from the Union Depot, Van Buren street.

Following is the time in effect Nov. 18, 1883, and until further notice:

	GOING EAST.		
Lv. Chicago	7.47 a. m.	.....	.....
Arr. Valparaiso	9.37 "	.....	.....
" Fort Wayne.	1.00 p. m.	.....	.....
" New Haven.	1.35 "	.....	.....
" West Leipsic.	3.45 "	.....	.....
" Arcadia	4.44 "	.....	.....
" Fostoria	4.57 "	.....	.....
" Green Springs	5.44 "	.....	.....
" Bellevue	6.12 "	.....	.....
Lv. Bellevue	6.22 "	7.52 a. m.	.....
Arr Cleveland	9.02 "	10.22 "	Accom.
Lv. Cleveland	.....	10.27 "	3.52 p. m
Arr Painesville	.....	11.38 "	5.05 "
" Ashtabula	.....	12 25 p. m.	6.03 "
" Conneaut	.....	1.07 "	6.32 "
" Erie	.....	2.09 "	.....
" Dunkirk	.....	3.47 "	.....
" Buffalo	.....	5.22 "	.....
	GOING WEST.		
Lv Buffalo	9.47 a. m.	.....	.....
Arr Dunkirk	11.24 "	.....	.....
" Erie	1.23 p. m.	.....	Leave
" Conneaut	2.17 "	.....	6.17 a. m.
" Ashtabula	2.50 "	.....	6.46 "
" Painesville	3.44 "	.....	7.43 "
" Cleveland	4.52 "	.....	8.57 "
Lv Cleveland	4.57 "	6.47 a. m.	.....
Arr Bellevue	7.37 "	9.17 "	.....
Lv Bellevue	.....	9.22 "	.....
" Green Springs	.....	9.44 "	.....
" Fostoria	.....	10.22 "	.....
" Arcadia	.....	10.34 "	.....
" West Leipsic	.....	11.30 "	.....
" New Haven	.....	1 35 p. m.	.....
" Fort Wayne	.....	1.52 "	.....
" Valparaiso	.....	5.55 "	.....
" Chicago	.....	7.52 "	.....

Trains run by the Ninetieth Meridian Time, which is nine minutes slower than Chicago time, twenty-eight minutes slower than Columbus time, thirty-three minutes slower than Cleveland time, forty-four minutes slower than Buffalo time, and sixty minutes slower than the Seventp-fifth Meridien time.

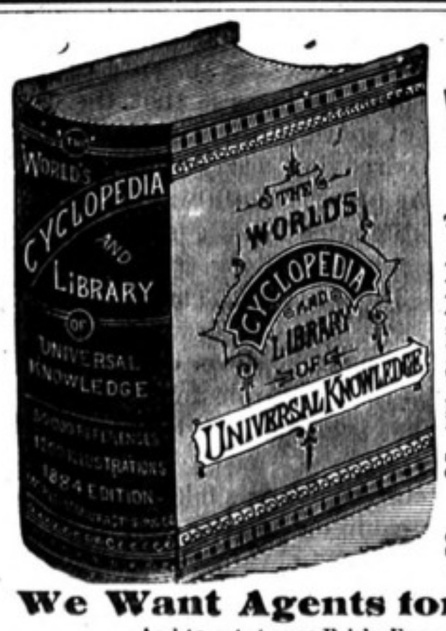
For information, call on nearest agent of the Company, or address

B. F. HORNER,
Gen'l Passenger Agent,

LEWIS WILLIAMS,
General Manager. Cleveland, O.

Rocky River Accommodation departs at 6:20 a. m and 2:15 p m.

Euclid Accommodation departs at 7:30 a m and 10:12 p m. All trains daily except Sunday.



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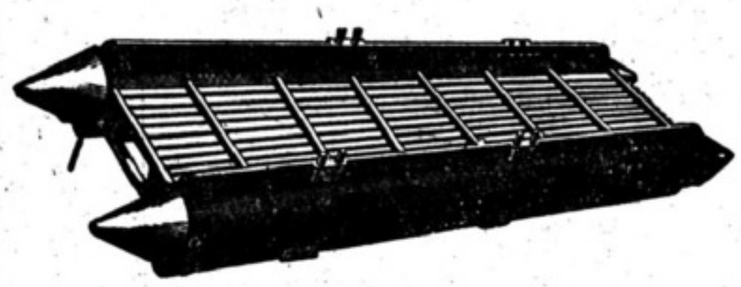

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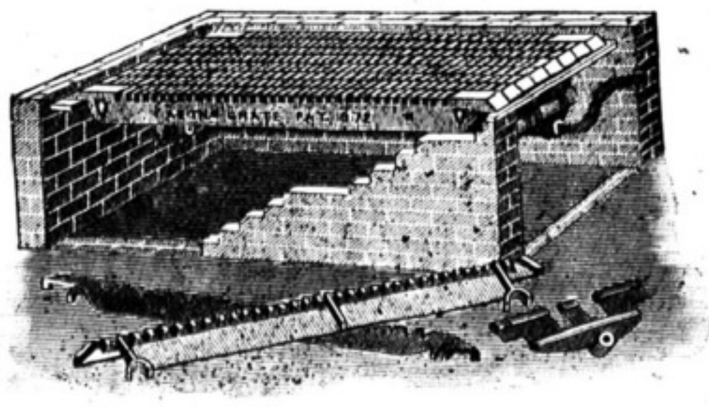

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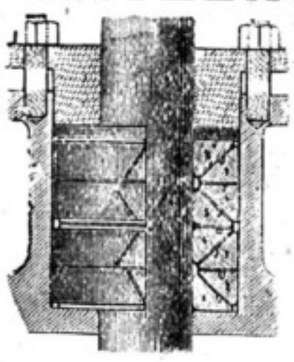

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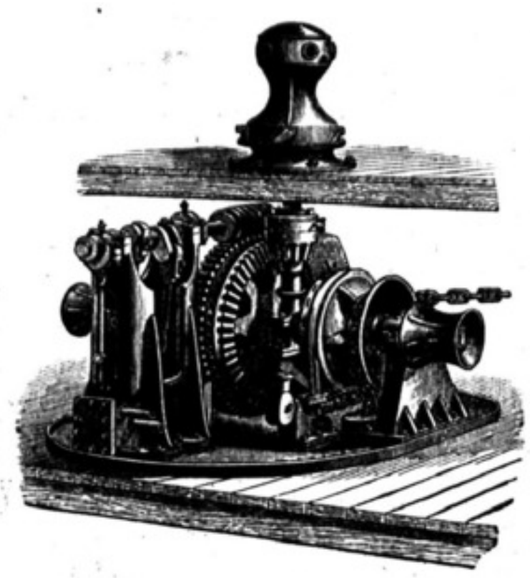

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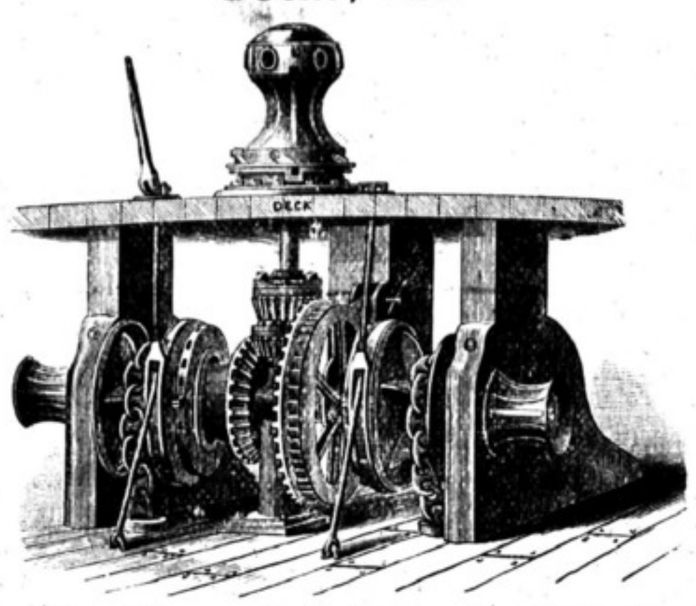

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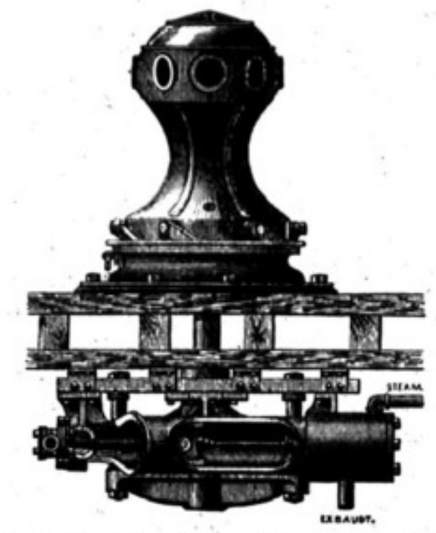

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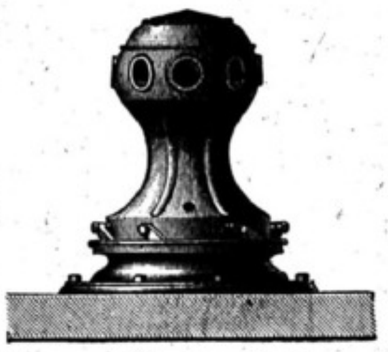

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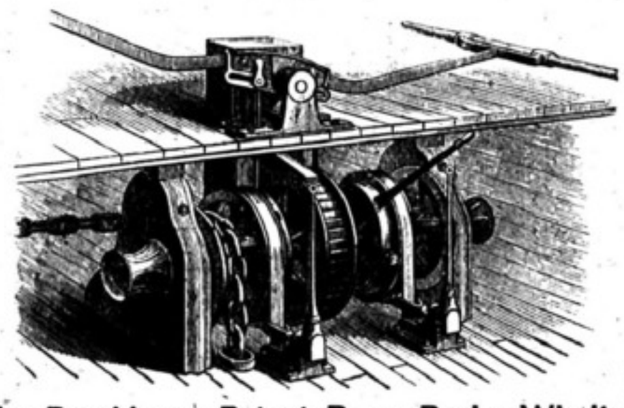

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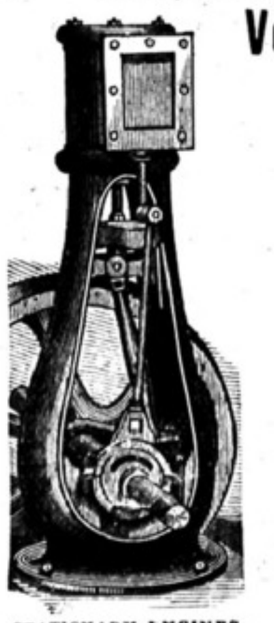

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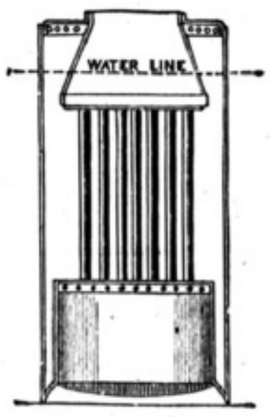

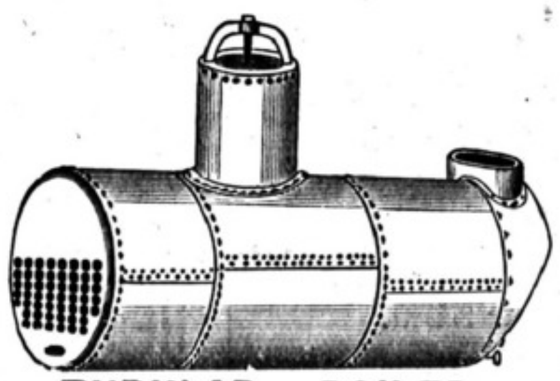

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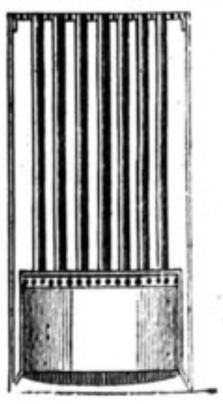

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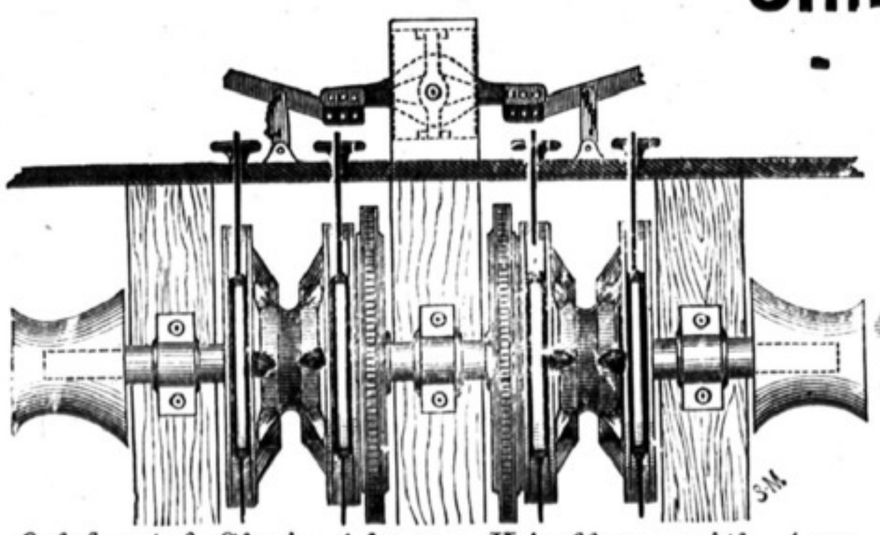

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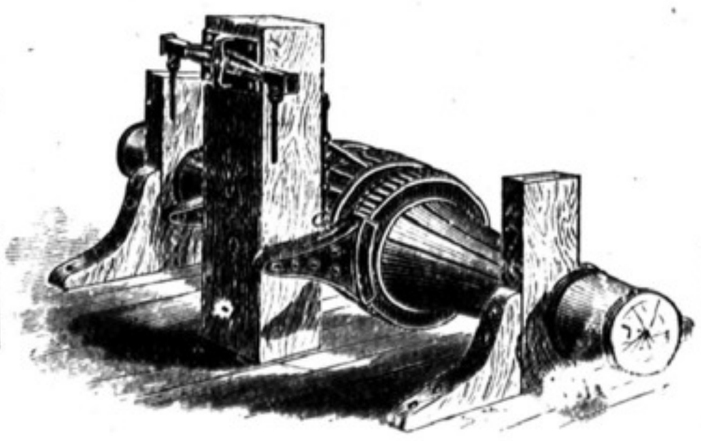

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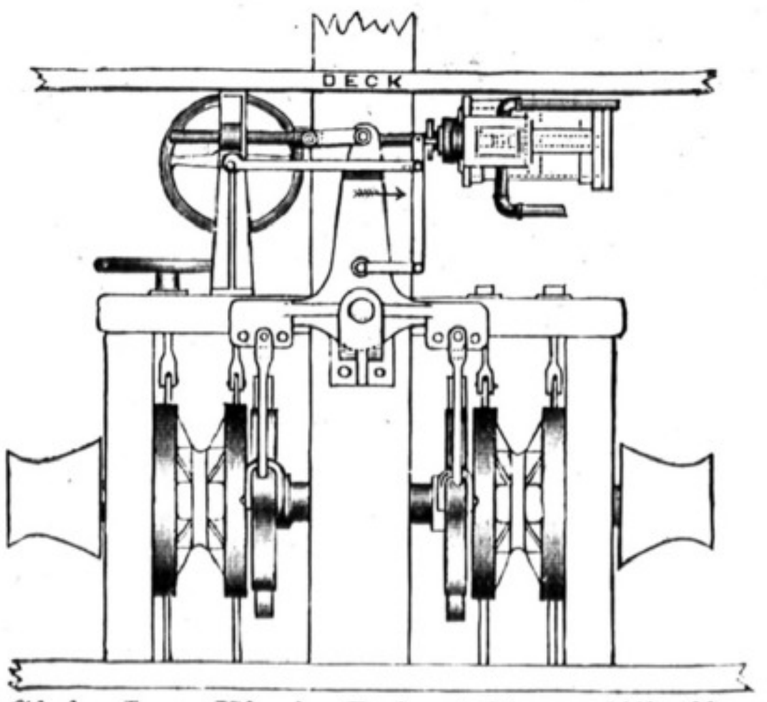

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